

- (c) Facilitating, or rather making possible, the export of lumber, iron ore, flagstones, etc., to the towns on the Red River in Minnesota and Dakota.
- (d) To enable grain and other produce to be shipped from any point on the Red River to the railways, it being quite probable that larger quantities of Minnesota and Dakota grain would be thus transferred to the Canadian Pacific Railway for shipment east, and generally to create industries which will give employment to large numbers of men and develop the resources of the country.

2. The dredging already done by the Government at the mouth of the Red River has been of so much benefit, that the amount of shipping has quadrupled and the rates of freight are about one fourth what they formerly were. It is believed, however, that with the present facilities for navigation the Lake Winnipeg trade has reached its maximum. With the improvements proposed the undersigned have undoubted authority for saying that the Lake Winnipeg trade would be increased ten-fold, while a large local trade on the Red River would be developed.

In the matter of cordwood alone it is estimated that \$500,000 worth per annum is now used along the Red River in Manitoba. If this wood could be brought by boat from Lake Winnipeg a saving of \$200,000 per annum to the consumers would be effected.

3. The chief obstruction to navigation occurs at the St. Andrew's Rapids between Lake Winnipeg and Winnipeg.

Between Winnipeg and the Boundary Line, except in the driest seasons, the river is navigable.

From the International Boundary southward the river has been improved by the U. S. Government, and affords navigation, to vessels of five feet draught, for a distance of 260 miles.

It is estimated that the cost of improving the St. Andrew's